

**Amendments to the Claims**

The following listing of claims replaces all prior versions of the claims and all prior listings of the claims in the present application.

1-45. (canceled)

46. (currently amended) ~~The tyre of claim 38~~

A tyre for vehicle wheels provided with a tread pattern, wherein the tread pattern comprises:

at least one continuous central circumferential groove straddling an equatorial plane of the tyre;

at least two continuous lateral circumferential grooves having median planes substantially parallel to the equatorial plane of the tyre; and

a plurality of transverse grooves;

wherein the at least one central circumferential groove, the at least two lateral circumferential grooves, and the plurality of transverse grooves delimit at least four circumferential rows of blocks, two central rows and two shoulder rows, each block of the central rows being defined by a plurality of sides and at least four vertices, a pair of front vertices and a pair of rear vertices, in relation to a predetermined running direction of the tyre;

wherein the blocks of the central rows comprise a first transverse notch having a first terminal end inside a respective block of the central rows and a first starting end communicating with the at least one central circumferential groove,

wherein the first transverse notch extends beyond a longitudinal median plane of a  
respective central row of blocks,

wherein a first ratio of an axial width of the blocks of each central row to an overall axial  
width of a tread band, measured between shoulder ends of the tyre, is not less than 0.18:1,

wherein the transverse grooves delimiting the blocks of the shoulder rows comprise, at  
least in a vicinity of a closest lateral circumferential groove, portions inclined in relation to the  
equatorial plane of the tyre in a direction opposite to an inclination of the transverse grooves  
delimiting the blocks of a closest central row,

wherein the blocks of the central rows comprise a second transverse notch extending  
between a second terminal end inside a respective block and a second starting end in a position  
opposite the second terminal end,

wherein respective first and second transverse notches are substantially perpendicular to  
each other,

wherein the first transverse notches have a width between 2 mm and 7 mm, and

wherein the transverse grooves delimiting the blocks of the central rows have a width  
between 2 mm and 7 mm.

47. (currently amended) The tyre of claim ~~[[38]]~~ 46, wherein in the blocks of the central  
rows, a distance between the first terminal end of the first transverse notch and a longitudinal  
axis of a respective second transverse notch is between 5 mm and 15 mm.

48. (currently amended) The tyre of claim ~~[[44]]~~ 46, wherein the inclined portion of alternate transverse grooves delimiting the blocks of the shoulder rows extends and forms ~~[[a]]~~ the second transverse notch inside a respective block of the closest central row.

49. (currently amended) The tyre of claim ~~[[29]]~~ 46, wherein the transverse grooves delimiting the blocks of the shoulder rows are repeated circumferentially with a predetermined first pitch.

50. (previously presented) The tyre of claim 49, wherein the first pitch is between 25 mm and 45 mm for tyres having a circumferential development, measured along the equatorial plane of the tyre, between 1,970 mm and 2,010 mm.

51. (previously presented) The tyre of claim 49, wherein the blocks of the central rows are repeated circumferentially with a second pitch that is twice the first pitch.

52. (previously presented) The tyre of claim 49, wherein the transverse grooves delimiting the blocks of the central rows and the transverse grooves delimiting the blocks of the shoulder rows are staggered by an amount at least equal to 50% of the first pitch.

53. (currently amended) The tyre of claim ~~[[29]]~~ 46, wherein the blocks of the central rows have a rhomboidal shape.

54. (currently amended) The tyre of claim ~~[[29]]~~ 46, wherein each first transverse notch lies in a substantially intermediate position in a respective block.

55. (currently amended) The tyre of claim ~~[[29]]~~ 46, wherein the first ratio is between 0.40:1 and 0.50:1.

56. (canceled)

57. (new) The tyre of claim 46, wherein the inclined portion of at least one transverse groove delimiting the blocks of the shoulder rows extends and forms the second transverse notch inside a respective block of the closest central row.

58. (new) A premoulded tread band for retreading worn tyres, wherein the tread band is provided with a tread pattern comprising:

at least one continuous central circumferential groove straddling an equatorial plane of the tyre;

at least two continuous lateral circumferential grooves having median planes substantially parallel to the equatorial plane of the tyre; and

a plurality of transverse grooves;

wherein the at least one central circumferential groove, the at least two lateral circumferential grooves, and the plurality of transverse grooves delimit at least four circumferential rows of blocks, two central rows and two shoulder rows, each block of the

central rows being defined by a plurality of sides and at least four vertices, a pair of front vertices and a pair of rear vertices, in relation to a predetermined running direction of the tyre;

wherein the blocks of the central rows comprise a first transverse notch having a first terminal end inside a respective block of the central rows and a first starting end communicating with the at least one central circumferential groove,

wherein the first transverse notch extends beyond a longitudinal median plane of a respective central row of blocks,

wherein a first ratio of an axial width of the blocks of each central row to an overall axial width of a tread band, measured between shoulder ends of the tyre, is not less than 0.18:1,

wherein the transverse grooves delimiting the blocks of the shoulder rows comprise, at least in a vicinity of a closest lateral circumferential groove, portions inclined in relation to the equatorial plane of the tyre in a direction opposite to an inclination of the transverse grooves delimiting the blocks of a closest central row,

wherein the blocks of the central rows comprise a second transverse notch extending between a second terminal end inside a respective block and a second starting end in a position opposite the second terminal end,

wherein respective first and second transverse notches are substantially perpendicular to each other,

wherein the first transverse notches have a width between 2 mm and 7 mm, and

wherein the transverse grooves delimiting the blocks of the central rows have a width between 2 mm and 7 mm.